

# District 08 Mobility Performance Report

2015 Fourth Quarter

**DEPARTMENT OF TRANSPORTATION**

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## District 08 Mobility Performance Report

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### EXECUTIVE SUMMARY

#### Overview

Caltrans District 8 contains two counties located in southern California: San Bernardino and Riverside Counties. Both counties are part of the Inland Empire, with Riverside County has a population of almost 2.3 million residents and San Bernardino County with 2.1 million residents. Although these are urban counties, they do contain a large amount of sparsely populated National Forest and National Recreation Area land.

The Mobility Performance quarterly analysis compares information with over a year ago and over last quarter in the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD), Bottleneck Locations
- Lost Lane Miles (equivalent lost productivity)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The MPR presents congestion information at two speed thresholds: delay from vehicles traveling below 35 miles per hour (mph), and delay from vehicles traveling below 60 mph. The delay at the 35 mph threshold represents severe congestion while delay at 60 mph represents all congestion, both light and heavy. These thresholds are set by Caltrans and are based upon engineering experience and District input.

## FINDINGS

In the Fourth quarter, total delay equaled 1.9 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 5.8 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 25 thousand VHD at 35 mph, and 77 thousand VHD at 60 mph. The Vehicle Miles of Travel (VMT) equaled 7.8 billion miles for this quarter. The total delay at 35 mph is 1,046,146 for Riverside County and 861,440 for San Bernardino County. The total delay at 60 mph is 3,021,190 for Riverside County and 2,785,853 for San Bernardino County.

Rank	County	Freeway	CA Postmile	Approximate Location	Average Extent (miles)	Total Delay (hours)	Total Duration (hours)	Period
1	Riverside	SR71-S	2.5	S/O PRADO DAM RD	3.11	31668.8	159.83	AM
2	Riverside	SR91-W	R.995	GREEN RIVER	1.17	22177.3	117.08	AM
3	Riverside	I215-N	40.929	MARTIN LUTHER KING	1.36	21510	169.58	AM
4	Riverside	SR91-W	R3.688	SERFAS CLUB	1.90	15807.8	78.58	AM
5	San Bernardino	I15-S	0.969	JURUPA	1.43	14016.3	87.33	AM
6	Riverside	I15-N	37.1	CAJALCO ROAD	2.15	13031.2	78.83	AM
7	Riverside	I215-N	40.382	N/O BOX SPRINGS RD	1.01	2476.9	26.25	AM

Rank	County	Freeway	CA Postmile	Approximate Location	Average Extent (miles)	Total Delay (hours)	Total Duration (hours)	Period
1	San Bernardino	I15-S	0.969	JURUPA	1.55	49578.3	202.83	PM
2	Riverside	I215-S	44.908	Center St	3.19	37432.1	122.25	PM
3	Riverside	SR91-E	16.247	.09 E/O JEFFERSON	1.89	36728.2	221.75	PM
4	Riverside	I210-E	2	.4 M E/O MOUNTAIN	1.49	36684.1	199.25	PM
5	Riverside	I215-S	R32.5	OLEANDER AVE	3.80	24862.9	111.00	PM
6	San Bernardino	I15-S	45.675	6 TH ST SB	2.17	21079.4	116.83	PM
7	Riverside	SR91-E	R2.2	Jct Route 71	1.50	20662.2	99.75	PM
8	Riverside	I210-E	7	E/B HAVEN ONR	2.67	17561	90.50	PM
9	San Bernardino	I15-S	39.77	1.27 N/O ONTARIO	0.95	15368.2	110.00	PM
10	San Bernardino	I10-E	8.22	HAVEN AVE	0.61	15267.2	156.50	PM

## Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2014</td><td>6.5</td></tr> <tr><td>2015</td><td>7.1</td></tr> <tr><td>2015</td><td>7.4</td></tr> </table>	Year	Q4	2014	6.5	2015	7.1	2015	7.4	Over one year ago	Over last quarter
Year	Q4										
2014	6.5										
2015	7.1										
2015	7.4										
		14.7%	4.1%								
		↑	↑								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2014</td><td>1.8</td></tr> <tr><td>2015</td><td>1.9</td></tr> <tr><td>2015</td><td>1.9</td></tr> </table>	Year	Q4	2014	1.8	2015	1.9	2015	1.9	Over one year ago	Over last quarter
Year	Q4										
2014	1.8										
2015	1.9										
2015	1.9										
		4.4%	-0.8%								
		↑	↓								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2014</td><td>24</td></tr> <tr><td>2015</td><td>24</td></tr> <tr><td>2015</td><td>25</td></tr> </table>	Year	Q4	2014	24	2015	24	2015	25	Over one year ago	Over last quarter
Year	Q4										
2014	24										
2015	24										
2015	25										
		1.6%	4.2%								
		↑	↑								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2014</td><td>5.2</td></tr> <tr><td>2015</td><td>5.6</td></tr> <tr><td>2015</td><td>5.8</td></tr> </table>	Year	Q4	2014	5.2	2015	5.6	2015	5.8	Over one year ago	Over last quarter
Year	Q4										
2014	5.2										
2015	5.6										
2015	5.8										
		12.7%	4.1%								
		↑	↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2014</td><td>89</td></tr> <tr><td>2015</td><td>71</td></tr> <tr><td>2015</td><td>77</td></tr> </table>	Year	Q4	2014	89	2015	71	2015	77	Over one year ago	Over last quarter
Year	Q4										
2014	89										
2015	71										
2015	77										
		11.1%	7.1%								
		↑	↑								

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	Saturday -5.6%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Friday 12.1%	Thursday 12.3%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		6 PM -7.3%	9 AM -39.1%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		2 PM 15.5%	5 PM 25.1%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		7 PM -45.5%	1 PM -32.4%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		3 PM 59.3%	5 PM 22%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		8 PM -60.1%	2 PM -21.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		5 PM 25%	5 PM 66.5%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	San Bernardino -11.1%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	AM Peak -12.5%
Average Number of Good and Bad Detectors		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		San Bernardino 6.9%	Riverside 9.7%
Average Number of Good and Bad Detectors		Change in Good over one year ago	Change in Good over last quarter
		-12%	-3%
Average Number of Good and Bad Detectors		Change in Bad over one year ago	Change in Bad over last quarter
		35%	8.0%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2015 Q4-2014 Q4		Difference 2015 Q4-2015 Q3		Rank		
		2014 Q4	2015 Q3	2015 Q4	Absolute	Percentage	Absolute	Percentage	2014 Q4	2015 Q3	2015 Q4
SR-91	Riverside	508655.6	513182.6	523003.5	16347.9	3%	9,821	2%	1	1	1
I-15	San Bernardino	362653.8	412589.7	311198.5	-51455.3	-14%	(101,391)	-25%	2	2	2
I-15	Riverside	315379.8	249672.5	250843.7	-64536.1	-20%	1,171	0%	3	3	3
I-10	San Bernardino	181708.7	214554.7	207684.6	25975.9	14%	(6,870)	-3%	4	4	4
I-215	Riverside	126209.4	130620.8	182869.2	56659.8	45%	52,248	40%	6	7	5
I-210	San Bernardino	131755.2	132456.2	156051.9	24296.7	18%	23,596	18%	5	6	6
SR-60	San Bernardino	113237.4	161391.3	96770	-16467.4	-15%	(64,621)	-40%	7	5	7
SR-60	Riverside	40126.9	36340.2	65327.8	25200.9	63%	26,988	80%	8	8	8
I-215	San Bernardino	9247.7	18756.1	56838.7	47591	515%	38,083	203%	11	11	9
SR-71	San Bernardino	6989.3	29544.1	32739.5	25750.2	368%	3,195	11%	12	9	10
SR-71	Riverside	20007.7	20542.2	13688.9	-6318.8	-32%	(6,853)	-33%	9	10	11
I-10	Riverside	12816.1	2923	10412.7	-2503.4	-19%	7,490	256%	10	12	12
SR-259	San Bernardino	0	0	157.3	157.3		157				13
<b>TOTALS</b>		<b>1,826,888</b>	<b>1,922,573</b>	<b>1,907,586</b>	<b>80,699</b>	<b>4.4%</b>	<b>-14,987</b>	<b>-0.8%</b>			